

FOR EUROPE & AMERICA,  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPORTS  
& Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
With which is incorporated the  
CHINA OVERLAND TRADE REPORT  
Subscription, paid in advance,  
\$12 per annum. Postage to any  
part of the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1857

ON SALE.  
THE  
 DIRECTORY & CHRONICLE  
FOR 1910.  
Complete Edition ... \$10.00  
Small ... 6.00  
Agents in all the Foreign  
Settlements throughout the Far  
East.

No. 16,339. 號九十三日三千大萬一第一 日二初月八年二統宣 HONGKONG, MONDAY, SEPTEMBER 5TH, 1910. 一月九日五十一九千一英港香 PRICE \$3 PER MONTH.

INTIMATIONS  
CALL  
AT  
“MOUTRIES”  
TO PURCHASE  
A  
“MOUTRIE”  
PIANO  
FIVE YEARS’  
WRITTEN GUARANTEE.  
NEW MODELS FOR 1910.  
PRICE \$378.  
S. MOUTRIE & CO., LTD.  
[a342]

CHINA MUTUAL LIFE  
INSURANCE CO., LTD.,  
HEAD OFFICE, SHANGHAI.  
DIRECTORS AND OFFICERS.

ALEXANDER MCLEOD, Esq., Chairman.  
C. SCHERBATOFF, Esq.  
LAW YUNG-SU, Esq.  
J. H. McMICHAEL, Esq.  
G. E. BURKILL, Esq.  
J. A. WATTIE, Esq., Managing Director.  
A. J. HUGHES, Esq., Secretary.  
S. B. NEILL, F.I.A., Actuary.

A strong British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.  
Insurance in Force ... \$37,655,985.00  
Assets ... 34,616,250.00  
Income for Year ... 3,566,559.00  
Total Security to Policyholders \$216,613.00

LEFFERTS KNOX, Esq., Hongkong,  
District Manager. ton, Macao  
B. W. TAPE, Esq., and the  
District Secretary. Philippines.  
Alexandra Building.

C. LAWDER, Esq., Inspector, Hongkong.  
Advisory Board, Hongkong.  
Sir PAUL CHATER, Kt., C.M.G.  
T. F. HOUGH, Esq.  
C. J. LAFRENTZ, Esq.

[a1472]

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 375 lbs. net.  
In Bags 250 lbs. net.  
SHEWAN, TOME'S & CO.,  
General Managers.  
Hongkong, 29th April, 1908. [a728]

PEAK TRAMWAYS COMPANY  
LIMITED.  
TIME TABLE.  
WEEK DAYS.  
7.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 1 hour.  
SATURDAY.  
Extra Cars 3.15 p.m. 11.30 p.m. and 11.45 p.m.  
SUNDAY.

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12.00 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to  
11.15 p.m. every half hour.  
SPECIAL CARS by arrangement from the  
Company's Office, Alexandra Buildings, Des  
Voir Read Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1909. [a76]



CUTLER, PALMER & CO.,

TRADE MARK

WINE & SPIRIT MERCHANTS

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

LONDON ADDRESS:

54, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M. { \$49.50 for 1 doz. Quarts.  
{ \$51.50 " 2 " Pints.

BRANDY ★★★★ - - - \$31.00

" ★★★ - - - \$28.25

" ★★ - - - \$25.00

IMPERIAL WHISKY" \$19.75

(A MAGNIFICENT BRAND, SPECIALLY  
SELECTED FOR THE FAR EAST.)

WHISKY, PALL MALL - - - \$26.00

WHISKY, JOHNNIE WALKER'S OLD HIGHLAND, WHITE LABEL \$18.25

WHISKY, DO. SPECIAL, RED " \$24.50

WHISKY, C. P. & CO.'S "SPECIAL BLEND" - - - \$16.25

PORT WINE, INVALIDS - - - \$24.75

PORT WINE, DOURO - - - \$18.00

SHERRY, LA TORRE - - - \$20.50

SHERRY, AMOROSO - - - \$24.75

THESE PRICES ARE INCLUSIVE DUTY.

THE ABOVE ARE EXCLUSIVELY SHIPPED TO  
SIEMSSSEN & CO.,  
HONGKONG AGENTS.

TRY

WEISMANN'S COFFEE

ROASTED AND GROUND ON OUR  
PREMISES DAILY.

In ½ lb. and 1 lb. Tins.

KELLY & WALSH, LTD.

Vocation, by L. Grant Duff	\$1.75	THE CHARTERED JUNK	\$1.50
Hereditors, by John Oxenham	1.75	of the Yangtze Valley, by A. Rivers	1.50
Helen of All Time, by W. Holt White	1.75	The Story of Old Japan, by J. H. Longford	4.50
The Twisted Foot, by H. M. Ridout	1.75	The Russian Road to China, by Lindon Bates; Ilma	9.00
The Enemy of Woman, by W. Graham	1.75	Thirty-five Years in the Divorce Court, by H. E. Fenn	5.50
The Prince of This World, by J. Hooking	1.75	The Rise and Influence of Rationalism in Europe, by W. E. H. Lecky	2.25
Her Soul's Desire, by A. M. Meadows	1.75	Ernest Monsters and Creatures of Other Days, by Rev. H. N. Hutchinson	9.00
McKinley the Reformer, by A. G. Hale	1.75	Science from an Easy Chair, by Sir Ray Lankester	4.50
A Sealed Verdict, by Lawrence L. Lynch	1.75	Machine Design, Construction and Drawing, by H. J. Spooner	9.00
A Sinner in Israel, by Pierre Costello	1.75	The Public Milk Supply, H. A. Macewen	2.25
Sir George's Objection, by Mrs. W. K. Clifford	1.75	The Art of Covering or How to Make Conversation, by James and Woodward	2.25
The O'Flynn, by J. H. McCarthy	1.75	London Japanized. A Humorous Effort, by Hill Brown	40
The Girl from His Town, by M. Van Vorst	1.75	Chats on Astronomy, by H. P. Hollis	3.10
		Popular Astronomical, by S. Newcomb	7.25
		Heaven and Hell, by Swedenborg	1.30
		The A.R.C. of Rubber Companies in Malaya	1.75

WAR OFFICE MAPS.

SAVORY'S EGYPTIAN CIGARETTES.

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons. Well Furnished Reception Rooms. Private Bar and Billiard Room for Hotel Residents. Electric Lifts to each Floor. Electric Lighting and Fans. Telephone on every Floor. Every Comfort. Ladies' Afternoon Tea Rooms. Ladies' Cloak Rooms. Matron in attendance. CHARGES MODERATE, AND NO EXTRAS. A. F. DAVIES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms. Private Bar and Billiard-Rooms. Hot and Cold Water throughout. Electrically Lighted; Electric Fans (if required). Electric Passenger Elevator to each floor. Table D'Hôte at separate tables. For Terms, &c., apply to the

MANAGER.  
Hongkong, 24th July, 1905. [a652]

ORIENTAL HOTEL

NO. 2, QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE HOTEL.  
ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriantly furnished and up-to-date in every respect, situated in the most central position. Large and airy rooms, hot, cold, and shower baths, gas and electric light and fans, large and comfortable lounge, private and public bars and billiard rooms. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary arrangements of the latest. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly rates for Tiffin and dinner. Special rates for married families on application to

J. H. OXBERRY,  
Manager.

FREDERICK REICHMANN,  
Proprietor  
(late Manager of J. H. Lyons (Trocadero), leading Caterers in London, and GRAND CHINESE HOTEL, Colombo).

TELEPHONE NO. 197.  
TELEGRAPHIC ADDRESS "COMFORT,"  
Hongkong, 1st September, 1910. [a542]

"BRAESIDE."  
PRIVATE HOTEL.  
STANDING in its own grounds with Tennis and Croquet lawns, large airy and well furnished rooms, every home comfort. Fine view of the harbour. Telephone No. 690.  
Apply to— Mrs. F. W. WATTS,  
"Braeside," 20, Madonnall Road, Hongkong, 4th December, 1907. [a56]

"BOA VISTA"  
(HOTEL-SANITARIUM OF SOUTH CHINA).

MACAO.

THE Hotel is under European management and most strict supervision as to food, cleanliness and hygiene of the place. All comforts of a home.

A most pleasant retreat for those desirous for a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. Two steamers (as. Sui An and Sui Tsui) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Telegraphic address—"BOAVISTA."  
For terms, apply to

THE MANAGER.

VICTORIA HOTEL  
SHAMEEN-CANTON.  
MANAGER—MR. H. HAYNES.  
Telegraphic address—"VICTORIA, SHAMEEN."  
SITUATED ON THE BRITISH CONCESSION

MACAO HOTEL  
MACAO.

Telegraphic address—"FARMER, MACAO."  
SITUATED IN THE CENTER OF PEATA GRANDE.  
Both Hotels electrically lighted, and under experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.  
Every information and special attention given to tourists.

REASONABLE RATES.  
WM. FARMER  
Proprietor.

[a104]

P. & O.  
STEAM NAVIGATION CO.

S.S. "MARMORA."

(10,500 TONS.)

CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18TH, 1911, STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - APRIL 15TH.

LONDON - - - APRIL 22ND.

FARES TO LONDON—

1ST SALOON £71.10 SINGLE; £106.14 RETURN.

2ND " £48.8 " £72.12 "

For further particulars, apply to

E. A. HEWETT,  
SUPERINTENDENT.  
1001

LANE, CRAWFORD & CO.

(TELEPHONE 97.)

NOW PROCEEDING

BARGAIN SALE

IN LADIES' DEPARTMENT

25 PER CENT. DISCOUNT  
OFF USUAL PRICES.

LANE, CRAWFORD & CO.

[a23]

POLO WHISKY.

CALDBECK,  
MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

AT NAGASAKI—Telegraphic Address: "DOCK" NAGASAKI.

Length on Keel-Blocks Breadth at Entrance Depth of Water  
Keel-Blocks on Bottom on Keel-Blocks

## INTIMATION

A. S. WATSON & CO.  
LIMITED,  
ESTABLISHED A.D. 1841

WINE &amp; SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR  
SCOTCH  
WHISKY

A BLEND OF THE FINEST PURE  
MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S  
"E" has maintained the re-  
putation of the FINEST  
SCOTCH WHISKY in the  
FAR EAST.

A. S. WATSON & CO.  
LIMITED,

ALEXANDRA BUILDINGS.

[25.]

NOTICE TO CORRESPONDENTS.  
ONLY communications relating to the news column should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for cash.

Telegraphic Address: PRESS.  
Codes: A.B.C. 5th Ed. Lieber.  
P. O. Box, 34. Telephone No. 12.

DEATH.  
At No. 2, Ormeby Villas, Kowloon, early on Sunday morning, MARION MARY EDITH, dearly beloved wife of ARTHUR BELLAMY BROWN, aged 39 years. [1023]

HONGKONG OFFICE: 10A, DES VEUR ROAD, EC  
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 5TH, 1910.

The promise given by His Excellency the Officer Administering the Government to the members of the Hongkong Volunteer Reserve Association has been fulfilled, and there is now before the Legislative Council a Bill providing for the establishment of a Volunteer Reserve. As this involves the passing of the Association brought into being by our former Governor, Sir MATTHEW NATHAN, and bringing its short but-not-inglorious career to a close, regrets will no doubt be expressed at its disappearance, but such feelings are likely to be less poignant when it is remembered that it will be resurrected in a body which should prove much more useful, inasmuch as it is acceptable to the military authorities.

In previous comments on the subject of the Volunteer Movement in Hongkong we sought to explain the lack of enthusiasm in this direction as being, partly due to the presence of the Garrison, to a certain extent also to the feeling that Hongkong pays more than its just share of military contribution, and to the inclination on the part of the young men on coming to the Colony to overlook their duties and responsibilities to the Empire of which it forms part. We pointed out then that although the need for a Volunteer force in

Hongkong might not be so apparent by reason of the presence of the several thousands of British troops, it was still the duty of each man to make himself militarily efficient, so that he would be able to render service to the Empire in whatever part of it he may be located. Each man has to realise that he can be called upon to defend his country, and with that contingency before them it surely behoves all men capable to so train and equip themselves that when their services are requisitioned they should be of some value. And for that reason we welcome the new Volunteer Reserve. It is a demonstration on the part of the members of the Volunteer Reserve Association that they are willing to do their duty to the State. More, it is a concession to the doctrine which has been preached so insistently late that the man who can shoot has little military value unless he also possesses some acquaintance with drill.

Without doubt there will be a number of men on the roll of the old Association who will not care to join the new Reserve. That is only to be expected. There are those whose interest is limited to shooting, and to whom drill will be distasteful, but they cannot be allowed to stand in the way of the greater utility of the Association, which as a Volunteer Reserve is now to form part of the defence scheme of the Colony. The members are to be congratulated on the decision they have made, and the Colony is to be congratulated on the prospective addition to its defence forces.

There is one point, however, which we think might have been given more attention. That is the question of uniform. It was hinted at over a year ago by one speaker, we think by Sir HENRY MAY, but it has not been mentioned since. Whether it is intended to provide a uniform is not clear, but its necessity is imperative in the interests of the members themselves. Should the time unhappy come when their services were required, they might in the absence of any uniform be regarded by the invader as non-combatants who had taken up arms, and, if caught, would receive short shrift. This is one of the lessons taught by "An Englishman's Home." In that play the head of the house, exasperated by the destruction of his property, lifts a rifle which he fires, killing one of the soldiers. He is promptly arrested and shot. Possibly a uniform is contemplated, though it is not stated in the Bill. The word "clothing" appears in the clause dealing with causes for expulsion, but otherwise no reference is made to the subject. Perhaps this might be elucidated at the next meeting of Council. On the constitution of the Reserve, or that of the newly-formed Scouts, it is too early to offer comment. We are glad to see so many in Hongkong awakened to a sense of their duty to the Empire, and we trust that the new organisation will be well supported and fulfil the highest expectations of its promoters.

According to the statements of occupants of the destroyed buildings, four more men are missing. All day yesterday the firemen were engaged in removing the amorphous debris, but when they ceased operations last night none of those missing had been recovered. As it will probably take three days to complete this work, little hope is entertained of recovering alive any who may be beneath.

All the stock in the shops and the furniture on the floors above was destroyed. The central building, No. 100, was insured in five different insurance companies, but the amount of the insurance is not yet known.

FISHING JUNKS CAPSIZED.

DISASTROUS FIRE IN  
HONGKONG.BUILDINGS COLLAPSE: NUMEROUS  
CASUALTIES.

Between 2.30 and 3 a.m. yesterday morning fire broke out in a piece goods shop at No. 100, Jervis Street. The alarm was sounded from the Clock Tower and shortly afterwards the section of the Fire Brigade from No. 5 Station, under Station Superintendent McDonald, were on the scene, and were closely followed by the Central Section under Assistant Superintendent Baker. Notwithstanding their early arrival, however, they found the shop mentioned in flames, while the fire had also a firm hold on the two buildings adjoining, Nos. 98 and 102, which were also piece goods stores. The firemen immediately set to work, but it was a long time before they were successful in subduing the flames. The fire escape ladder was run up alongside the wall of one of the buildings and Firemen Sheppard and Sheean ascended it with the object of playing on the fire from above. They were scarcely up the ladder, however, before an ominous crackling sound was followed by the collapse of the party walls, and the whole of the three buildings caved in. The collapse of portion of the wall near the ladder on which the firemen were at work caused the ladder to cant, and both firemen were thrown to the ground. Sheppard was badly injured, and was immediately removed to hospital. Sheean, fortunately, was more shaken than hurt, and was able to return to quarters without assistance.

When the outbreak was got under control, the firemen were informed that several Chinese had not escaped from the building, and rescue parties immediately set to work. Two dead bodies were recovered from the debris and five other men all more or less injured, were rescued from perilous positions in the debris. One man was pulled out from the front portion of shop 98, while on the top of the debris in the centre of the same building, enveloped in a blinding cloud of smoke, Station Superintendent Mac Donald and Fireman Ionagan cut a way through logs and beams to where an old man of 63 years was imprisoned. Another injured man was pulled out of a packing case which was buried in a lane in the rear of the premises. Most of those rescued were more or less severely burnt, and some were removed to hospital.

Inspector Gourlay was in charge of the police arrangements and the caring of the injured. He telephoned to officers of the Public Works Department informing them of the collapse, and it was not long before Mr. T. L. Perkins and Building Inspector Hutchinson and Dobbs were on the scene with coolies, and busily engaged in shoring-up operations.

According to the statements of occupants of the destroyed buildings, four more men are missing. All day yesterday the firemen were engaged in removing the amorphous debris, but when they ceased operations last night none of those missing had been recovered. As it will probably take three days to complete this work, little hope is entertained of recovering alive any who may be beneath.

All the stock in the shops and the furniture on the floors above was destroyed. The central building, No. 100, was insured in five different insurance companies, but the amount of the insurance is not yet known.

SMART RESCUE WORK BY THE TAISHAN  
CUSTOM'S STAFF.

We learn that on Tuesday last, August 30th, a squall of typhoon force passed over the neighbourhood of Taishan Bay, resulting in capsizing of four large fishing junks, the occupants of which were thrown into the sea. Happily this was noticed from the Customs' hulk, *Maple Leaf*, from which vessel gigs manned by both foreigners and Chinese were despatched to the rescue. Most of the people were picked up and transferred to other junks in the vicinity, while two women and two children apparently drowned were taken to the hulk and first aid resorted to. The woman soon returned to consciousness, but it necessitated two hours continuous application to the youngsters before the officers found their praiseworthy efforts rewarded.

The resuscitated people were clothed, fed and housed on the hulk for a couple of days, and ultimately handed over to their relatives. A peculiar feature in the rescue work was the towing of one of these junks to the beach, when it was found that someone was imprisoned therein. A hole was promptly cut in the bottom and two lads pulled out apparently little the worse for their novel experience. Out of a total of 80 people only three are reported as having been lost.

## THE RAILWAY.

Interest in the railway is again aroused by the publication in the *Gazette* of rules made by the Railway Administration with the approval of the Governor-in-Council. Part I. is devoted to rules for the guidance of railway servants, the system of signalling, working of trains, etc. In this it is interesting to note that the working of trains between stations shall be regulated by the standard time prescribed by the Governor-in-Council. It is also noteworthy that section 109 provides: "The conduct of all railway servants must be prompt, civil and obliging."

Part II. contains rules for the guidance of the public and railway officials. Lady passengers, when travelling alone, are to have their comfort looked after by the guards. Clauses as to the free allowance of passenger's luggage appears in this part.

## DEATH OF MRS. BELLAMY BROWN.

It is with profound regret that we announce the death of Mrs. Bellamy Brown, wife of the editor of the *China Mail*. The sad event, which took place yesterday morning at her residence, No. 2, Ormeby Villas, Kowloon, was quite unexpected, and the news came as a painful shock to her many friends. It is believed that Mrs. Bellamy Brown caught a chill while bathing some ten or twelve days ago. Acute dysentery ensued; but as she was a lady of more than ordinary vitality, her condition, though causing anxiety, was not regarded as critical until Saturday evening. Then it was seen that the end was not far off, and she passed peacefully away at 5.30 a.m. yesterday in the presence of her grief-stricken husband and father.

The deceased, who was nearly forty years of age, had lived a considerable portion of her life in the Far East. She came to Hongkong with her father, Mr. J. I. Plummer, about nineteen years ago, and after seven years here she left for Yokohama as the bride of Mr. A. Bellamy Brown. They returned to Hongkong two years ago, and were contemplating leaving in April next for England, where it was Mrs. Brown's intention to remain for a time to see to the education of her three children.

Outside the immediate circle of the home, Mrs. Brown will be missed in several directions. Her needle was frequently enlisted on behalf of several deserving causes. She was an enthusiastic member of the Cathedral Choir, and any good work was certain of her whole-hearted support. A large circle of friends will mourn her loss, and extend their deep sympathy to the bereaved husband and father, as well as to her sister, Mrs. Frank Smyth, who is in England, and her brother, Mr. J. A. Plummer, and to the three motherless children.

The funeral will take place this morning, the cortège passing the Monument at 8.30.

KULANGSU (AMOY) MUNICIPAL  
COUNCIL.

The minutes of a meeting of the Council, held on the 16th August, are as follows:

Present.—Messrs. W. Kruse (Chairman), J. Fenwick, C. Lee, L. I. Thomas, K. Tendubara, the Health Officer and the Secretary (Mr. C. Berkeley Mitchell).

The minutes of the last meeting were read and confirmed.

With reference to minute 7 of last meeting, concerning a motion by Mr. Thomas to obtain the services of an artesian well expert, an estimate, which works out roughly at about \$10 a day inclusive, was received from K. Node, a well contractor in Tamsui. The Secretary was directed to engage his services for about a week on the terms mentioned.

The Secretary was instructed to cease sinking any fresh wells until the Council receives Mr. Node's report.

A petition from Chan Ng See and Chan Choon So asking the Council to cancel the proclamation prohibiting the removal of water from Kulangsu was refused.

The minutes of the last meeting were read and confirmed.

The Capt. Supt. reported that the following cases had been dealt with at the Mixed Court since the last meeting:—Summons—Throwing rubbish, &c., into the public drains, 3; allowing cattle and pigs to stray, 3; obstructing the police, 1; giving a false guarantee, 1; debt, 4; failing to carry out a judgment of the Court, 1; obstructing the public drains, 2; assault, 1; quitting employment without giving due notice, 1; breach of agreement 1. Summary Arrests—Contempt of Court, 1; being abroad after 12 midnight without a light, 1; being concerned in causing the death of one Goh Tan See, at Tong An, 1; using abusive and threatening language to the police, 1; assault 2; committing a nuisance, 1.

## PARCELS VIA SIBERIA.

An innovation certain to be appreciated is the conveyance of parcels to and from Europe via Siberia, though the charges are very much higher than on parcels sent via Suez. The announcement which appears in the *Gazette* states that the published scale of rates of postage on parcels to Europe by the Trans-Siberian Railway via Dalny and via Peking has been approved by the Officer Administering the Government in Council. The rate of postage on a parcel addressed to the United Kingdom, not exceeding 11 lbs. in weight, is \$3.50, the limit of size, length and girth combined being four feet. There is no reduction for smaller parcels. Parcels can be insured either via Dalny or via Peking, the limit of value on the former route being Fr. 3,000 and on the latter Fr. 1,250.

Parcels must be packed in strong wooden boxes, or in a leather covering; parcels packed in paper or card-board will not be accepted. Each parcel must be accompanied by a Despatch Note and by the requisite number of Customs Declaration forms (of which may be obtained at the Post Office), which the sender himself must fill up. The value to be entered in francs and the weight in kilogrammes. In the case of insured parcels the Despatch Note must bear an impression of the seal used to close the parcel and the Customs Declarations must have a similar impression in ink. No compensation can be given unless the parcel is insured. Each parcel originating from a Chinese port must have one of the forms of Customs Declaration duly stamped by the Chinese Customs House in token that duty has been paid on the parcel or that it has been passed "duty free" before the parcel will be accepted. In the Customs Declaration of parcels for Russia a special entry must be made of each kind of article or goods, describing precisely in each case the quality according to the commercial denomination, the quantity according to ordinary trade usage, by number, measurement, and net weight (in grammes), and the value in Russian currency. Neglect of these regulations will lead to the rejection of the parcel by the Russian Customs and its return to the sender.

NOT WEAKENING.

LONDON, September 3rd.

The conferences which have taken place between Baron von Ahrens (Austrian Minister for Foreign Affairs) and Marquis San Giuliano (Italian Minister for Foreign Affairs) at Ischia are regarded as disposing of the rumours of a weakening of the Triple Alliance.

MOE TYPHOON WARNINGS.

Yesterday morning the Manila Observatory telegraphed news of a cyclone or typhoon over or near Meico-sima, direction unknown, and another message reported a typhoon or cyclone North of Naha, moving N.N.E.

## TELEGRAMS.

## TELEGRAMS.

[Protected by the Telegraph Message  
Copyright Ordinance, 1894.]

REUTER'S SERVICE TO THE "HONGKONG  
DAILY PRESS."

A GREAT SHIPBUILDING  
CRISIS.

## A SUDDEN LOCK-OUT.

LONDON, September 3rd.

Lock-out notices have been posted in all the federated shipyards. They become effective to-morrow.

No fewer than 50,000 members of Boilermakers' Societies are involved. This is another instance of men ignoring their Union.

LATER.

The shipbuilding crisis has created a sensation, as the industry was recovering from a protracted period of depression.

Much valuable work had been promised, including twenty destroyers.

The employers defend the lock-out without notice on the ground that the Boilermakers' Society was warned that there would be a lock-out unless it maintained discipline. They are determined that the men shall not resume work until the Society guarantees the fulfilment of the agreement.

LATER.

In the majority of the shipyards the men ceased work this afternoon.

[Only on Saturday we published a telegram reporting that 22,000 men were affected by lock-outs in the German yards. There is nothing in the foregoing messages to indicate that they concern the trouble in the German yards, and we assume that this is a sudden development in the British yards.]

[Protected by the Telegraph Message  
Copyright Ordinance, 1894.]

[DAILY PRESS EXCLUSIVE SERVICE.]

## INTERPORT SWIMMING.

## VICTORY FOR HONGKONG.

SHANGHAI, September 4th.

The interport events on the third day of the carnival resulted as follows:

440 YARDS.  
T. Logan (Hongkong) ... 1  
C. J. Cooke (Hongkong) ... 2  
R. W. McCabe (Shanghai) ... 3  
Time—5 min. 51 secs.

TEAM RACE.  
The two lengths' team race was won easily by Hongkong.

WATER POLO.

In the water polo match Shanghai defeated Hongkong by two goals to one. The total points are:

Hongkong ... 25  
Shanghai ... 12  
The Hongkong team has sailed. [The telegram received by Mr. Frank Lamont states that Logan won the 440 yards by a couple of lengths; that in the team race the time was 4 min. 27 sec., and that Shanghai scored the winning goal in the polo match in the extra time played. All the team but Logan left on Saturday, and they had a glorious send-off.]

## HONGKONG SCOUTS CORPS.

## OFFICERS ELECTED.

The members of the newly-formed Hongkong Scouts met on Friday evening for the purpose of electing their officers.

Mr. C. H. Ross was elected Captain, Mr. M. W. Slade Lieutenant of the Dismounted Section, and Mr. J. Johnstone Lieutenant of the Mounted Section.

The following Committees were chosen:—Balloting—Messrs. Blason, Cunningham, Laing, Lester, Joass and Weall. Sports—Messrs. Oliver, Doane, Pollock, Lester, D.

## RANDOM REFLECTIONS.

Summer seems to have lost its sting. Whether the cause may be attributed to the presence of so many typhoons, or not, the welcome fact is to be recorded that the atmosphere is decidedly cooler.

Hongkong has done well in the inter-port swimming contest, and the flag that her representatives took up with them to Shanghai will be brought back to the Colony. The honours rest chiefly with young Loau, who is quite a prodigy in the water, and of whom greater things may be confidently expected.

The Railway Administration believe in making provision against every possible emergency. They have laid down rules with regard to signals in "thick, foggy, snow or tempestuous weather!" Not even the oldest inhabitant has seen snow in the streets of Hongkong, though history relates that it was once seen on the Peak. The Chinese scrambled to the summit to gaze on the phenomenon, and what more natural than that they should wish to take some to show their friends! But, needless to say, the latter were not enlightened by what they were shown.

When I saw in print the other day that a Bill had been introduced in the Legislative Council "to provide for the better training of Midwives," I wondered whether it was really a slip or whether it represented the wishes of the intelligent composition. I am afraid members of Council would never have the hardihood to attempt such a task. (I ascertained that the Bill really had to do with the training of Midwives—which is quite a different matter.)

It is fortunate that Great Britain has acquired a 999 years' lease of the New Territory, otherwise we should not know what to do with our surplus population. At the last meeting of the Legislative Council the Hon. Dr. Ho Kai told members that there are 400,000 Chinese in Hongkong; that a great number of these are married ladies; and that there is a great probability that most of them will be having children. Yes, yes! Twas ever thus, and it is eminently satisfactory to know that in this British Colony there is no danger of race-suicide. Mr. Roosevelt is expected to come to China next year. Let us see to it, when he comes to Hongkong, that this information is duly imparted to him.

One reason for the annexation of Korea (or Chosen, to use the Japanese name) is "to ensure the safety and repose" of foreign residents. Is there not just a suspicion of irony about the use of the word "repose" in this connection? Repose is defined as "that species of rest which is agreeable after labour," and the foreigner in the East usually associates with the idea of repose "a pile," pension, or perhaps the workhouse. Which is to be in this case? If the first or the second,—well, there are many foreigners in the Far East who will want to be numbered among the "Chosen People."

It is a recognized principle of English law that no man can be tried twice for the one offence, and it is astonishing to read of cases in which neither prosecutor nor the defendants appeared to be aware of it. In the Marine Magistrate's Court last week a captain of a sailing ship charged some men with desertion. It was not until the evidence had been taken and the log handed in that the Magistrate learnt that the men had been previously punished for the same offence. What the Magistrate said when he found his time had been wasted is not recorded!

It is often amusing to read the excuses which Chinese culprits blandly offer in the Police Courts. Sometimes the excuses have the merit of being ingenious, but more often they are plausible lies, and the scoffery of those who make them must make the magistrate gasp at times. There was a case at the Magistracy last week in which a man was charged with stealing a coat. He blandly told the magistrate that it was not a deliberate case of thieving: the coat simply worked itself on him as he tossed about in his sleep! Now, are such extravagant excuses made with the idea that the magistrate can be bluffed, or are they made to put his worship in a good humour and a lenient frame of mind? In the case under notice there was no success either way. The perverter of the truth now wears another jacket and is working out a sentence of three weeks' hard labour.

There was a report in the Daily Press the other day that a Caylon man had been offered the post of Assistant Director of Public Works in Hongkong. This seems rather hard on the staff of executive engineers, especially those who have been long in the service of the Colony. Since about twelve months ago there has been a first and a second assistant D.P.W.—Mr. Jones, the first assistant, on his appointment to the Gold Coast, left the Colony some few months ago. Mr. J. F. Boulton, the second assistant, left for Home, in a bad state of health in the Spring. Next on the list comes Mr. H. P. Tucker, then Mr. C. H. Gale and Mr. A. H. Hollingsworth. The two last-named are at Home on leave, so that the Public Works Department at the present time is short of four principal officers. The other executive engineers on the list in order of seniority are Messrs. H. G. C. Fisher, H. T. Jackman, T. L. Perkins and D. Jaffe. In going beyond the Colony to fill the post vacated by Mr. Jones, the Government are following "precedent." Mr. Jones came here from Trinidad. But the Hon.—Mr. Chatham, the Director of Public Works, entered the service of the Colony as an executive engineer, and before he had been in the Colony three years he was appointed acting Director of Public Works. Are there no men on the present staff qualified to fill the present vacancy and deserving the promotion?

RODERICK RANDOM

## LOCAL SPORT.

## BOXING TOURNAMENT.

The return of Bill Lewis to Hongkong has revived interest in the manly art, and boxing this coming winter promises to flourish as it has not done for years in the Colony. Mr. R. H. Whittaker opened his season at the City Hall on Saturday night with a programme remarkable for its all-round excellence, and needless to say the principals were greeted by a well-filled house, which included the General Officer Commanding Troops and his A.D.C. Mr. Harrington refereed the preliminaries, and Mr. Jack Dempsey the main event; Messrs. Kelly and Bond were the timekeepers, and Mr. George Turner was master of ceremonies.

The first event of the evening, a ten round bout between Drummer Bouchier of the Buffs and Stoker Phillipps of H.M.S. *Cadmus*, proved disappointing, inasmuch as it did not last a round. It opened with promise of a stirring fight, but Bouchier fouled the Stoker, and the latter declined to fight on. The drummer got the decision.

"Kid" Marriott of the Naval Yard and Seaman Heaps of H.M.S. *Tamar* next entered the ring for an eight round contest. Both turned the scale at 8 stone 8 lbs., and Marriott found in the sailor a tougher opponent than he expected. Heaps went the whole way, and was good for more, but Marriott was smarter, and had more ringcraft. He was given the decision on points.

A four round bout followed between two youngsters from the Buffs, Boy Kirby, 15 years, and Boy Henry, 15 years. Needless to say, the youthful principals went at it hammer and tongue, and greatly amused the spectators. A drawn battle was the result.

**ARUNDEL WINS: BURNS GETS DECISION.** Gunner Arundel of the 88th Co. R.G.A. and Eddie Burns of the U.S.A. entered the ring for a ten three-minute round contest, the former weighing 10 stone 2 lbs. and the latter 10 stone 4 lbs. This match resulted from a challenge by Burns when the men previously met, and the American was defeated. Burns had improved much since then, and was in better form when he took the ring on Saturday, but he was far from defeating the Gunner on points. Harrington may be clever as a pugilist, but the decision he gave in this event on Saturday night shows that his knowledge of refereeing is limited. Up to the ninth round there was nothing between the men. Burns did considerable leading, but in most of the rounds the advantage in exchanges was with Arundel, who left repeatedly played on the American's jaw, but not with sufficient weight to stop him. In the tenth and last round Arundel opened out, and was all over his opponent, who hugged him throughout to save punishment. Arundel lost, but he was beaten by the referee.

**LEWIS AND SIMMS.** Not satisfied with the superiority of Australian, Battling Simms again confronted Bill Lewis in a twenty-five three-minute round contest for a purse of \$1,000. As Lewis got through the ropes he was greeted with a prolonged cheer, which indicated a welcome back to the Colony, and another noisy welcome was tendered Simms as he followed him. Simms was in good form, and in the opening rounds showed to better advantage than previously. Lewis, looking even better than when he left, was as active as a springbok and as wary as a Chinese when driving a bargain. He opened out in this fight as he has never done in Hongkong before, and even then it is doubtful if he was seen to the same advantage as when he met Whitelaw in Australia. It was early apparent that he absolutely outclassed the coon, whose only advantages were in weight and height. "If a Simms gets one of those swings home," was a general remark, but it stands in the same relation to boxing as it does to other affairs in this life. The last of Lewis continued to swing on the jaw of his opponent like a sledge hammer, while his right varied the punishment by clashes above heart and wind. By the ninth round Simms' face was badly cut, and he was showing signs of distress. But he fought manfully on, and had the advantage in the next three minutes. In the eleventh round Lewis renewed his punishing tactics, and Simms by hitting before the break and falling without being hit, indicated that he was "pointing" for a foul. From this on there is no doubt that the coloured fighter stood up well, taking practically all the punishment and returning but a small modicum. Lewis landed wicked swings and uppercuts with machinelike precision, but fought a fair and gentlemanly fight throughout, never seeking to take advantages when his man was at a disadvantage. In the fifteenth and last round Simms withdrew in an onslaught such as he has probably never before experienced in his boxing career, the little Australian dealing it out to him much after the fashion the coloured fighter served Sergeant Pigott. Simms was getting decidedly "groggy," but he saved an inevitable knock-out by deliberately losing the fight on a foul. There can be now no question as to the better man, and another must be found to lower the colours of the successful New South Welshman. When such a one comes along, provided he has the record, there will, without doubt, be a packed house at the City Hall, or wherever such fight takes place.

**GOLD MINING IN THE PHILIPPINES.** According to a Manila contemporary fifty-two sacks of the richest gold ore ever seen in Manila reached Manila last week from the Tumbaga mines in the Camarines. The shipment will be exhibited for some time before being sent to the United States for smelting at the Salby smelter in San Francisco. Mr. Cavado presents prospects of this mine as very encouraging indeed. The same steamer brought bullion from the Pascual and the Heise dredges.

The officers of the Tumbaga mine are: Judge T. B. Ingall, Charles C. Carson, A. J. McDonald, Captain W. E. Wilson and Robert Lienau.

## COMPANY REPORT.

## THE HONGKONG HOTEL COMPANY LIMITED.

The Report of the Board of Directors for the half-year ended 30th June, 1910, is as follows:

**Accounts.** The Profit on working account amounted to \$38,691.10, as compared with \$71,184.54 for the corresponding period of 1909, being an increase of \$32,493.54.

The Profit and Loss Account, including the sum of \$1,277.91 brought forward from last half year, shows a credit balance of \$89,475.91, which the Directors recommend should be apportioned as follows:

To pay a dividend of:

\$3.00 per share on 12,000 old shares ..... \$ 36,000

1.50 per share on 8,000 new shares ..... 12,000

..... \$48,000.00

To transfer to repairs and renewals account ..... \$10,000.00

To write off furniture and fixtures ..... 10,000.00

To carry forward to new account ..... 21,476.91

..... \$89,476.91

**Directors.** Mr. W. H. Potts has been granted leave of absence. Mr. Potts retires by rotation, but offers himself for re-election.

**Audit.** In the absence of Mr. H. U. Jeffries the accounts have been audited by Messrs. A. R. Lowe, C.A., and A. O'D. Gourdin. Messrs. H. U. Jeffries and A. R. Lowe offer themselves for re-election.

J. W. NOBLE, Chairman.

Hongkong, 1st September, 1910.

## PROFIT AND LOSS ACCOUNT.

For the six months ending 30th June, 1910.

To bad debts and refunds ..... \$ 522.45

To Crown rent ..... 506.93

To rates ..... 2,589.50

To fire insurance ..... 3,141.75

To interest ..... 19,074.85

To directors' and auditors' fees ..... 3,700.00

To balances, to be apportioned as follows:

To pay a dividend of \$48,000.00

To write off furniture and fixtures ..... 10,000.00

To transfer to repairs and renewals account ..... 10,000.00

To carry forward to new account ..... 21,476.94

..... \$89,476.94

..... \$119,012.39

By balance from 31st December, 1909 \$72,877.01

Less dividend of \$2.60

per share on 12,000 \$31,200.00

Less dividend of \$1.30

per share on 8,000

new shares ..... 10,400.00

..... 41,600.00

Less transfer to repairs and renewals a/c. ..... 10,000.00

Less transfer to furniture and fixtures account ..... 15,000.00

Less transfer to installation of electric light account ..... 5,000.00

..... \$71,600.00

..... \$1,277.01

By dividends on shares in public companies ..... 437.00

By scrip and transfer fees ..... 40.00

By rents of shops and "Hotel Mansions" ..... 29,040.00

By profit on Hotel working account for the six months ending 30th June, 1910 ..... 83,069.10

..... \$119,012.39

## REPAIRS AND RENEWALS ACCOUNT.

For the six months ending 30th June, 1910.

To balance forward ..... 3 333.89

To payments on account of repairs and renewals during the half-year ending 30th June, 1910 ..... 6,611.77

To balance ..... 3,054.34

..... \$10,000.00

By amount transferred from profit and loss account as recommended in last report ..... \$10,000.00

..... \$10,000.00

## BALANCE SHEET, 30TH JUNE, 1910.

LIMITED.

Capital:—12,000 old shares at \$50 each (fully paid up) ..... \$600,000.00

1,000 new shares at \$25 each paid up ..... 200,000.00

..... \$800,000.00

1,500 mortgage debentures (6 per cent.) ..... \$750,000.00

Less 667 held by the Company ..... 333,500.00

..... 416,500.00

Reserve fund ..... 648,975.78

Sundry creditors ..... 45,715.05

Unclaimed dividends ..... 2,907.80

Repairs and renewals account, balance as per statement ..... 3,054.34

Hongkong and Shanghai Banking Corporation (current account) ..... 265,016.41

Profit and loss account, balance as per statement ..... 89,476.91

..... \$2,662,646.29

## ASSETS.

Value of Marine Lot, No. 5 & Remaining Portion of Marine Lot No. 3 & Remaining Portion of Marine Lot No. 7, and buildings thereon, as per last account ..... \$1,099,548.20

Praya reclamation—Marine Lot No. 238 and building thereon ("Hotel Mansions"), as per last account ..... 621,892.68

Rebuilding south block, payments to date ..... 243,241.99

Cost of three Chinese houses on Sections B, C, and D of Inland Lot No. 80 ..... 33,000.00

Cost of Kowloon Farm Lot No. 3, Section A ..... 30,296.00

..... \$2,028,609.77

Machinery, furniture and fixtures, as per last account ..... \$149,833.92

Less written off, as per last report ..... 15,000.00

..... \$134,833.92

Since added ..... 618.63

..... 135,452.55

## CANTON-HANKOW RAILWAY.

## THE HUNAN SECTION.

## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.  
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.  
Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
P.O. Box 33. Telephone No. 12.  
Telegraphic address: PRESS CODES; A.B.C.  
5th Ed.—Liebers.

## NEW ADVERTISEMENTS

## NOTICE

**K**NOW all Men by these Presents that I, E. S. JOSEPH, Broker, of Hongkong, do hereby declare that from henceforth I shall cease to use and Sign the Surname of JOSEPH and that I now adopt and take the name of E. S. JOSEPH GOULD and I shall now end at all times hereafter use and Sign the said Surname of JOSEPH GOULD instead of that of JOSEPH.

E. S. JOSEPH,  
Hongkong, 3rd September, 1910. [1024]

## IN THE SUPREME COURT OF HONGKONG.

## ORIGINAL JURISDICTION.

IN THE MATTER OF the COMPANIES' ORDINANCES, 1865 & 1886.

IN THE MATTER OF THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

**N**O TICE IS HEREBY GIVEN that His Honour Sir FRANCIS PIGGOTT, KNIGHT, Chief Justice of the Supreme Court of Hongkong, has by an Order dated the 23rd day of August, 1910, appointed LAU CHU PAI (劉錦輝) of Alexandra Building, Victoria, in the Colony of Hongkong, Comptroller to A. S. WATSON & COMPANY, Limited, to be Official Liquidator of the above-named Company. Dated this 2nd day of September, 1910.

J. H. KEMP,  
Registrar.  
1025

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED TO BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS

THE Steamship  
"DELTA."

Captain B. W. H. Snow, carrying His Majesty's Mail, will be despatched from this for Bombay, &c., on SATURDAY, the 17th September, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOOLTAN," 9,621 tons, from Colombo, passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be convoyed via Bombay by the R.M.S. "PESSIA," due in London on the 15th October, 1910.

Parcel will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 5th September, 1910. [11]

## NOTICE

**W**E beg to inform our Lady Customers that our Establishment will be CLOSED at 6 P.M. every day, commencing from 15th September, for One Month only owing to our FASTING HOLIDAYS.

HOOSAIN-ALI & CO.,

No. 14, Queen's Road Central.

Hongkong, 5th September, 1910. [707]

**W**ANTED all kinds of GUTS, especially CHIN HOG CASINGS.  
Agents also may communicate to—  
SEIGMUND COHN,  
HAMBURG 15,  
(Germany).  
993]

TO ALL WHOM IT MAY CONCERN.  
AFTER This Date, I shall be no longer Responsible for the Debts of my Wife, MARY WILKS.

G. WILKS,  
Naval Yard Police.  
Hongkong, 31st August, 1910. [998]

VIENNA CAFE CO.,  
(1910) LIMITED  
(RECONSTRUCTED).

QUEEN'S ROAD CENTRAL,  
(Opposite Post Office.)

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS.

SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY.  
A FRENCH CHEF.

Hongkong, 23rd July, 1910. [974]

## PUBLIC COMPANIES

GREEN ISLAND CEMENT CO. LTD.  
**A** N INTERIM DIVIDEND of FIFTEEN CENTS per Share for the Six Months ending 30th of June, 1910, will be payable on the 12th day of September, 1910, on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 12th day of September, 1910, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 25th August, 1910. [980]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

**T**H EATRE ROYAL.  
Lessee: MR. WARWICK MAJOR.

FOR THE FIRST TIME IN HONGKONG.

## ENTERTAINMENT

WARWICK MAJOR'S COMEDY CO.  
Including the Popular Actress MISS GEORGIE CORLESS, supported by EIGHTEEN WELL-KNOWN ENGLISH ARTISTES.

OPENING NIGHT  
ON WEDNESDAY NEXT, 7TH SEPTEMBER, IN CHAS. HAWTRYE'S most laughable Farce Comedy in Three Acts, "JANEE".  
PRICES: \$3, \$2, AND \$1.  
Print at MOULTRIE'S.  
Hongkong, 3rd September, 1910. [1015]

## FOR SALE

REMAINING Portions of MARINE R. LOTS 31 and 36 at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285

EXTENSIVE WATER FRONTAGE, DEEP WATER.

APPLY— G. FENWICK & CO. LTD., ENGINEERS, &c., PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1905. [84-163]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICES—\$3.

DAILY PRESS OFFICE.  
Hongkong, 21st February, 1910. [316]

## NOTICE OF FIRM

WE HAVE Authorised M. H. KERANI to Sign our Firm from the 27th inst.

N. MOYD & Co.  
Hongkong, 30th August, 1910. [992]

## INTIMATIONS

PEAK TRAMWAYS COMPANY, LTD.

NOTICE.

FOR the purpose of renewing some parts of the hauling machinery the Service of Cars will be suspended from 8 P.M. on SATURDAY, the 10th inst., till 8 A.M. on MONDAY, 12th inst.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st September, 1910. [1007]

SOCIETE DES PULPES ET PAPERETERIES DU TONKIN.

**N**O TICE IS HEREBY GIVEN that a First Call of Dollars Tea (\$10) HAIPHONG CURRENCY—Dollars Ten and Cents Twenty-five (\$10.25) HONGKONG CURRENCY, per Share will be made on the Preferred Shares of the above Company on the 1st October, 1910.

Payment must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, THE BANQUE DE L'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 1st, and SATURDAY, the 8th October, 1910.

The Provisional Certificates may be sent in to Messrs. LOWE, BINGHAM & MATTHEWS, St. George's Building, for endorsement after payment has been made, on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.

For the Board of Directors,

T. F. HOUGH,  
Chairman.  
Hongkong General Purposes Committee.  
Hongkong, 1st September, 1910. [1009]

THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS

By the Use of

SOLIGNUM.

he Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospectus samples and all information from the General Agents,

SIEMSEN & Co.  
(Machinery Dept.), Hongkong.

748]

TO ALL WHOM IT MAY CONCERN.

AFTER This Date, I shall be no longer Responsible for the Debts of my Wife, MARY WILKS.

G. WILKS,

Naval Yard Police.

Hongkong, 31st August, 1910. [998]

VIENNA CAFE CO.,

(1910) LIMITED

(RECONSTRUCTED).

QUEEN'S ROAD CENTRAL,

(Opposite Post Office.)

A FIRST CLASS

RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

AFTERNOON TEAS, ICES, LIGHT

REFRESHMENTS.

SPECIALLY SELECTED BRANDS OF

WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY.

A FRENCH CHEF.

Hongkong, 23rd July, 1910. [974]

## TO LET

THEATRE ROYAL.  
Lessee: MR. WARWICK MAJOR.

FOR THE FIRST TIME IN HONGKONG.

WARWICK MAJOR'S

COMEDY CO.

Including the Popular Actress

MISS GEORGIE CORLESS,

Supported by EIGHTEEN WELL-KNOWN ENGLISH

ARTISTES.

OPENING NIGHT

ON WEDNESDAY NEXT, 7TH SEPTEMBER,

IN CHAS. HAWTRYE'S most laughable

Farce Comedy in Three Acts,

"JANEE".

PRICES: \$3, \$2, AND \$1.

Print at MOULTRIE'S.

Hongkong, 3rd September, 1910. [1015]

TO LET

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

TO LET

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

TO LET

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

TO LET

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

TO LET

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

TO LET

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

TO LET

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

TO LET

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

TO LET

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

TO LET

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

TO LET

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

TO LET

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

TO LET

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

TO LET

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

TO LET

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

</div

**BENGER'S<sup>®</sup>**  
FOOD

Wherever there is a case of enfeebled digestion, whether from advancing age, illness, or general debility, there is a case for Benzer's Food.

When the stomach becomes weakened, the digestion of ordinary food becomes only partial, and at times is painful, little of the food is assimilated, and the body is consequently insufficiently nourished.

This is where Benzer's Food helps. It contains in itself the natural digestive principles, and is quite different from any other food obtainable.

All doctors know and approve of its composition, and prescribe it freely.

**For INFANTS, INVALIDS, AND THE AGED.**

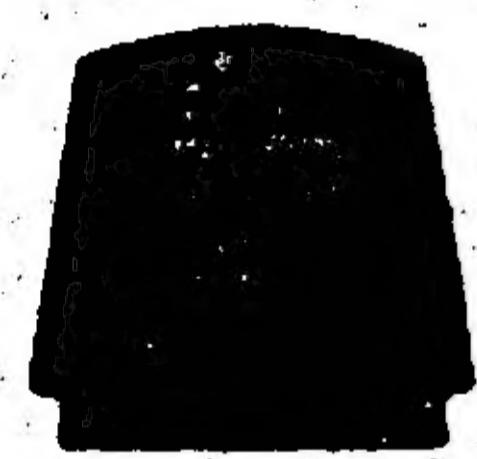
The "British Medical Journal" says: "Benzer's Food has, by its success, established a reputation of its own."

BENGER'S NEW BROCHURE deals with the most common diseases and difficulties which afflict the young and old, and gives full free application to Benzer's Food. Like Other World-famous Foods.

Benzer's Food is sold in this by Druggists, etc., everywhere.

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

**THORNE'S OLD VAT**



SCOTCH WHISKY.  
SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
A. S. WATSON & CO., LTD.

599

MITSU BISHI GOSHI KWAIASHA  
(MITSU BISHI CO.)  
COAL DEPARTMENT.



SOLE PROPRIETORS OF TAKASIMA  
OCHI, MUTABA, HOJO, NAMAZU, SAYO, SHINNEW, and KAMITAMADA  
Collieries.

SOLE AGENTS FOR  
KISHIDAKE, MIYAO and KIGYO  
KOMATSU Coal.

HEAD OFFICE—MARUNOUCHI,  
TOKYO.

BRANCH OFFICES—NAGASAKI,  
MOJI, KARATSU, WAKAMATSU,  
KOBE, OSAKA, SHANGHAI,  
HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI"  
Codes, AL, ABC 5th Ed., Western Union.

AGENCIES—  
YOKOHAMA: M. AEDA, Esq.  
CHINKIANG: Messrs. GEARING & Co.  
MANILA: Messrs. MACDONALD & Co.

For particulars apply to

H. OISHI,  
Manager,

No. 2, Pedder Street, Hongkong.

Hongkong, 9th January, 1909.

574

**SANTAL MIDY**

These tiny Capsules — superior to Copal, Gum, and Injections — CURE the same diseases as these drugs in FORTY-EIGHT HOURS without inconvenience. Each capsule bears the name. Paris, 8, rue Vivienne Sold by all Chemists.

#### THE RULE OF THE ROAD.

A paper on the Rule of the Road on Land was read at the 26th Conference of the International Law Association by Mr. R. P. Mahaffy.

He said it was strange that the custom of the road should differ from country to country; that it should be one thing in Great Britain, Sweden, Hungary, Portugal, in some cities of Italy, and in some provinces of Austria; and the opposite in France, Germany, the country parts of Italy, Spain, Russia, and even in the United States of America, where so many English institutions still remained. The natural way to lead a horse was with the right hand, and it was desirable, when two horses were passing on a road, that the men leading them should each be between his horse and the other horse and man. Now if a man leading his horse with his right hand wished to be between that horse and any other meeting him on a path, he would naturally keep to the right. This enabled him to control his horse and keep it in the side of the road. Moreover, if a horse which was being led shied or kicked, he always did so away from the side on which he was led; and if he was led with the right hand and was led past other horses on the right, he would, if he kicked or shied, do so towards the outer edge of the road, which was much less dangerous than if he shied or kicked into the middle of the road. This fact was realized to this day in the country roads in England, where the rule for horses led by hand was the opposite from that for driven carriages, and this must have been the universal rule in older times when heavy traffic was carried by led pack-horses. It remained to be considered why the rule in England was changed, and he had come to the conclusion that it must have been changed gradually after the introduction of fast carriages driving on the English country roads, and more especially after the introduction of coaching and driving, and the general conclusion to which they pointed was that the practice of driving carriages became general in the early part of the 17th century.

When carriages came into general use one thing at once became essential and that was that the whip, which did so much to guide as well as to encourage horses, should be free. This became even more necessary with the introduction of four-in-hand driving and fast journeys, for drivers had little control over the leading horses except by means of the whip. If a coach were driven on the right of the road the coachman's long whip (which was held in his right hand) would be much less free if it was towards the side of the road with its hedges or trees, or close to the walls of houses in the narrow streets of our old English towns than if it was not so. Holding the whip in his right hand, the driver was naturally inclined to keep to the left side of the road so as to have room for the free play of the whip. But if he was right in his submission as to the reason of this change, how was it that no such change was made in France or Germany? There was a difference between the history of the making of roads in France and in England. The French roads, at all events, the *route nationale*, were generally made straight across country from one large city to another, and they took little notice of the small towns and villages which lay near their path. An order of the French Royal Council in 1776 divided the roads of France into four classes. The breadth of the first class was to be 42ft. between fences; that of the second class 36; of the third, 30; of the fourth 24. No doubt some of our English roads were at that time as much as 42ft. wide between fences, but very few of them were so, and with a road 42ft. or even 36ft. wide the risk of having the whip encumbered, if one kept on the right side, by trees, hedges, or wall, was very much less than in the narrow roads of England. The English rule was not confirmed by statute till the passing of the Highway Act of 1845, and before that time it was clearly decided by the Judges that it was at best only a rule of convenience, and not to be adhered to as a hard-and-fast rule. Since 1835 the duty to keep to the left had been put upon all drivers, both when they were meeting other vehicles and when they were being overtaken, and failure to observe this rule was punishable with a fine.

**SUGGESTED RULE AT CROSS-ROADS.**  
In England there was no rule of the road at cross-roads. The Scottish Courts had, endeavoured to lay down a practical rule that if a main road was crossed by a side road persons on the side road when approaching the crossing must come up to it with so much care as to be able to avoid anything which they might meet coming long the main road, and to give way to those who were meeting other vehicles and to those who were being overtaken, and failure to observe this rule was punishable with a fine.

The report was adopted.

#### LATEST STEAMER MOVEMENTS.

The H.-A. Linie str. *Sambia* left Shanghai on the 3rd inst. a.m., and may be expected here on or about the 7th inst.

The H.-A. Linie str. *Sperio* left Kobe via Foochow on the 1st inst. a.m., and may be expected here on or about the 8th inst.

The C. & M. str. *Rubi* left Manila on the 3rd inst. and is due here to-day at 3 p.m.

The N.Y.K. str. *Colombia Maru* (Bombay Line) left Moji for this port on the 31st ultimo, and is expected here to-day.

The N.Y.K. str. *Kanagawa Maru* (European Line) left Shanghai for this port on the 3rd instant, and is expected here to-morrow.

The L.G.M. str. *Gochin* left Shanghai on the 3rd instant, at 9 p.m., and may be expected here to-morrow at daylight.

The L.G.M. str. *Pirus Sigmund* left Kobe on the 4th inst., at 5 a.m., and may be expected here on or about the 9th instant a.m.

This was a practical rule, unenforced by the difficulty which attended the application of the Scottish rule. But in England, if we were to borrow this rule from the Germans, we should have to vary it by saying that in an emergency of this kind each party must turn to the left; for thus only would those who turned be on the correct side of the respective roads in which, after the turning was complete, they would find themselves. A number of associations of motorists in France and Belgium had lately issued a code of rules by which their members acted. The French club rules were quite explicit in the matter of cross-roads. They said that when two vehicles approach a crossing under such circumstances as that each driver could see the other, the vehicle advancing on the road to the other driver's right must be given precedence whatever might be the relative width of the roads; and that the other car should reduce speed to at least fourteen miles an hour, and stop altogether if this were necessary in order to let the other vehicle pass first. If the surroundings of the crossing were such that the driver on either road which approached it could not see the other, or could only partially see it, then both vehicles must reduce speed at least to fourteen miles an hour. Thirdly, if two cars travelling at this reduced speed were suddenly opposed to one another at a crossing and were in danger of colliding, each driver should turn to his right even if the movement compelled him to turn aside for the moment from the road he wished to follow.

He saw no prospect of a unification of the rules of the road on land in the various countries, and saw no necessity for such unification; for so long as foreigners knew what country they were in it was easy to remember and observe the rule

of the road. But it was desirable and convenient that we should have international registration of vehicles. This had been achieved with notable rapidity and ease since the last meeting of the conference, by the Convention of Paris of October, 1910. Orders in Council had since been issued in England which not only made it easy for foreigners to visit England with an international travelling pass, but actually modified our own law in England as contained in the Statute of 1903, for the case of these foreign

#### PEKING SYNDICATE PROSPECTS.

Presiding at the ordinary general meeting of the Peking Syndicate (Limited) on the 12th ult., Sir Richard Davis Awtry, said that since the last meeting the scheme of arrangement, which the present board had formulated for reconciling the rights of the company's different classes of shares, had received the sanction of the Court. That scheme removed all difficulties in respect of the rights attached to the various shares, and they were now for the first time in a position to present a profit and loss account made up in accordance with the Articles of Association. They had every reason to congratulate themselves on the scheme having been carried through. The profit and loss account showed the sum of £225,051 standing to its credit. There was also a reserve of £106,022 derived from the premium obtained on the issue of Ordinary shares, while under a suspense account there was a credit of £37,851. This was held in suspense pending settlement of a dispute with a firm of railway contractors which had been referred to arbitration. After anxious consideration the new board (which only assumed office six months ago) unanimously decided, notwithstanding the large sum standing to the credit of profit and loss, to carry this forward and not to recommend the declaration of a dividend. They thought it better to accumulate funds and strengthen the financial position. The capital of the company was practically intact, and being represented by securities and money in the banks and in the hands of the Government, was absolutely liquid. They had no debenture debt and no interest to pay on loans. The principal reason why they did not recommend the paying of a dividend at this stage was that they found the syndicate, after thirteen years of existence, sound and healthy in body, but a veritable dwarf considering its potentialities, which require large resources for their developments. As a matter of fact there were other sources of profit, but it was premature to speak of them. They thought the shareholders would endorse the decision to pay no dividend at present. With regard to the commercial and industrial situation, the board found themselves face to face with many difficulties which required the closest attention, and as it was imperative to put them on a very much more satisfactory basis, they decided at their initial step to send out a special representative to China, and they chose Mr. George Browne, formerly consul at Kiukiang, who was accompanied by Mr. F. W. North, one of the company's consulting engineers. These gentlemen had been actively engaged in the interests of the company. Mr. North confirmed in every particular all that the shareholders knew already regarding the company's confidé, and had proved that the coal was excellent and the supply practically unlimited. They were also told that pending the unwatering of Nos. 1 and 2 shafts it was possible to increase the output from Shafte Nos. 4 and 6,000 tons per day. The board had given the necessary instructions that this should be done. They were hoping to place the sales of coal on a much more satisfactory basis than had hitherto obtained, and he was glad to say that last week they received a cable from Mr. Browne stating that he had secured a reduction in the railway rates to Tientsin, and had purchased boats to enable them to convey coal by water more economically. Up to December 31 last some 90,000 tons of the various grades of coal were sold, the proceeds of which, after deducting cost of producing, freight, &c., had been credited to working expenses account. They had instructed Mr. Browne to apply to the Chinese Government for permission to start working the iron ore. Mr. North was on his way home, and when the board had his technical knowledge to advise them they would actively take in hand the question of erecting the blast furnaces and all the necessary plant for an up-to-date iron manufacturing industry. In the meantime experiments were being carried out on the spot as to the best method of dealing with the ore which outcropped on the Honan Concession.

The report was adopted.

#### DIRECTORY AND CHRONICLE OF THE FAR EAST.

Do. Do. Small Edition 6.00  
CHILDREN OF FAR CATHAY. A Social and Political Novel by C. J. HALCOMBE.

THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891.

THE HONGKONG TYPHOON, Sept. 18th, 1906. Illustrated Account.

TEMPORARY MINING REGULATIONS IN CHINA.

REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA.

HONGKONG-HANSAE REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually.

OUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Belief Column.

WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh.

POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA.

TRADE MARK REGULATIONS IN CHINA.

## JOHNSEN & JÖRGENSEN LTD.

Head Office: 26 & 27, FARRINGDON STREET, LONDON, E.C., ENGLAND.

EVERYTHING IN GLASSWARE  
MANUFACTURERS, MERCHANTS and DISTRIBUTING AGENTS for the SPECIALITIES of a large number of EUROPEAN MANUFACTURERS.

BREWERS, DISTILLERS, WINE MERCHANTS, BEER BOTTLERS & MINERAL WATER MAKERS. (Own Manufacture 48 millions hand-made and machine-made.)

PACKERS AND PRESERVING WORKS (including Patent Air-tight Closure).

CHEMISTS, DRUGGISTS AND MANUFACTURING CHEMISTS (the Shop Bottles with indestructible enamel labels, and Grease-proof Jars).

PERFUMERY AND ESSENCES (cut, plain, stoppered).

EXHIBITIONS AND SHOW ROOMS, &c. (Show Glasses—Cut and Plain—for all kinds of products, Sample Bottles and Sample Outfits).

Table Glass Household and Licensed Victuallers' Glassware of every grade.

Globe, Shades, Protecting Chimneys, and all glassware appertaining to Electricity and Gas. Sale Agents for the best heat-resisting glass on the market for Arc Lamps, &c.

Glassware for Advertising.

WHEN APPLYING for catalogues please state what articles interest you, and if possible the quantity required and place of delivery.

AGENTS. Where not already represented we are open to consider proposals from firms of undoubted position and in connection with importers.

1013

## DINNEFORD'S

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safe and most Effective Appliance for Regular Use.

## DINNEFORD'S MAGNESIA MAGNESIA

## COLEMAN'S WINCARNS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared here in Wincairns gives a TWO-POWER STANDARD

that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY From any leading Chemist.

## MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.

No. 22, Museum Road, Corner of Soochow Road, Shanghai. [719]

## HONGKONG DAILY PRESS

### PUBLICATIONS.

FROM HONGKONG TO CANTON, BY THE PEARL RIVER.—"A Book for the Globetrotter," by Capt. C. V. LLOYD; with Maps and Illus. \$1.75

HONGKONG WEEKLY PRESS, half yearly vol. bound ..... 7.50

FIFTY YEARS ANGLO-CHINESE CALENDAR, 1864 to 1913 ..... 2.00

RATES OF EXCHANGE AT HONGKONG, English Mail days 1874 to 1909 ..... 2.00

BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893 to 1905 ..... 1.00

CALLED OUT; or the Chang Wang's Daughter, an Anglo-Chinese Romance, by Capt. J. H. Holmes ..... 2.00

SKETCH OF THE WEST RIVER PLAN OF VICTORIA ..... 1.00

" " KOWLOON ..... 0.75

" " PEAK ..... 0.75

" " NEW TERRITORY ..... 0.75

" " CANTON ..... 0.50

POWER OF ATTORNEY FORM ..... 0.25

MAIL TABLES for 1910 ..... 0.30 & 0.20

FROM HONGKONG TO CANTON, BY THE PEARL RIVER.—"A Book for the Globetrotter," by Capt. C. V. LLOYD; with Maps and Illus. \$

The Most Celebrated Cigarette  
in the World.

WILL'S

# "THREE CASTLES"

MILD  
MEDIUM  
MAGNUMS

(Green label)

(Yellow label)

(large size)

In 20'S Packets or 50'S Air-Tight Tins.

These popular Cigarettes are manufactured in BRISTOL from the finest grades of Virginia Tobacco with all the skill which W. D. & H. O. WILL'S have acquired during the 200 years which have elapsed since their business was established.

SOLD EVERYWHERE.

W. D. & H. O. WILL'S.  
BRISTOL AND LONDON.

## STRAITS SETTLEMENTS STOCKS AND SHARES. RUBBER COMPANIES.

SINGAPORE, August 25.

Par value each share £1. Calls paid up are:-	Singapore Fraser and Co's Prices, June 8.	Dividends share £1. Calls paid up are:-	Singapore Fraser and Co's Prices, June 8.	Dividends
Malayan Companies.			Malayan Companies.	
Alor-Pongsu .....	.....	fy. paid	Malacca Ordinary .....	10.50
Anglo-Johore .....	1.60	25% " 10	Mortiman .....	7/6
Anglo-Malay .....	.....	fy. "	Morton Syndicate .....	.....
Bukap .....	.....	2/ fy. "	Mount Austin .....	.....
Buntong .....	17.10.0	26% " 10	Northborough-East .....	10% int. '03
Batu Caves .....	.....	14	North Hummock .....	10%
Batu Kawan .....	.....	2/ fy. "	Padang Jawa .....	3.10.0
Batu Tiga .....	5.12.6	.....	Pandal Jchore .....	50% " 10
Beranang-Selangor .....	3/ " 09	2/ fy. "	Pataling .....	.....
Bernam-Porak .....	.....	10	Palopah (Johore) .....	6.50.0
Do. Ordinary .....	.....	12/8	Perak .....	42% " 09
Bidor .....	.....	17/6	Pensir Est. ....	.....
Bilands Selangor .....	.....	12/6	Prye .....	10% " 08
Bukit Choh .....	.....	fy. "	Ratauaf .....	.....
Bukit Kajang .....	3.5.0	2/ fy. "	Rombi .....	10/6 pm
Bukit Mortajai .....	.....	15	R. St. of Krian .....	.....
Bukit Rajah .....	20.0.0	150% " 09	R. of Johore .....	.....
Bukit Selangors .....	6.7.6	2/ fy. "	Sagga .....	16.10.0
Castlefield .....	.....	15	Seahold .....	7.10.0
Chankat Salak R. and Tin .....	4.9	16	Solestar Rubber .....	75% " 10
Chersonese .....	.....	fy. "	Sempah .....	.....
Chiviet .....	.....	fy. "	Sendaya .....	2.2.6 pm
Chota Rubber .....	2.12.6	35% " 09	Seremban .....	12% " 09
Cicely Ordinary .....	2.12.6	40% " 09	Serangoon .....	.....
Preferred .....	1.10.6	80% " 09	Shelford .....	4.2.0
Consol. Malay .....	9.0.0	50% " 09	Siginting (N. S.) .....	10% " 08
Damansara .....	.....	10	Singapore Para .....	3.17.6
Dennistown .....	16/-	15% " 09	Straits (Bertram) .....	8/-
Embh. Selangor .....	12.5.0	12/8	Strathmore R. ....	75% " 08
Fed. Selangor .....	.....	15	Sungei Bahru .....	5.10.0
Gna Kee R. Est. .....	.....	12/8	Sungei Choh .....	5.10.0
Garing (Malacca) .....	6.15.0	25% " 09	Sungei Kapar .....	18/-
Golconda .....	30%	15	Sungei Krait .....	.....
Golden Hope .....	.....	fy. "	Sungei Liang .....	.....
Gule-Kalumpong .....	8.6.8	10% " 10	Sungei Sakal .....	4.17.6
H. and Lowlands .....	16.5.0	50% " 10	Sungei Way .....	0.12.6
Iuch Keneath .....	.....	15	Third Mile .....	.....
Johor Para .....	.....	15	Tremelby .....	.....
Johore R. Lands .....	.....	2/ fy. "	Utd. Soa Betong .....	.....
Jogra (Ordinary) .....	.....	2/ fy. "	Val'd Or Est .....	.....
Juri Estates .....	.....	2/ fy. "	Vallambrosa .....	21.3.6
Kpong Kuantan .....	7/-	pm	Trust and Finance Companies.	250% " 09
Knutning "A" Do. .....	10.5.0	92% " 09	Anglo-Straits R. T. ....	5 paid
Kapar Para .....	.....	10	Eastern Internat. Trust .....	10% Options
Kellas .....	.....	5	Mid-East Invest .....	5 paid
Karpang .....	.....	10	Rubber Plants. Inves. Trust .....	20% Options
Killingall .....	.....	10	R. Share Trust .....	10 paid
Kinta Kellas .....	45%	100	Strait M. & Trust .....	15 "
Klun-Kellas .....	.....	10	India, Ceylon, Borneo, Java and Sumatra.	.....
Kota Blanggi .....	3/6	.....	Anglo-Java .....	fy. paid
Kota Tainpan .....	.....	.....	Ashan (Sumatra) .....	fy. "
Krudsong .....	.....	.....	Bawang R. .....	17/6
Kuala Klang .....	10.5.0	30% int. '09	Beaufort .....	.....
Kuala Lumpur .....	.....	10	Central Sumatra .....	.....
Kuala Pahit .....	.....	10	Indian Peninsula .....	.....
Kuala Selengor .....	.....	10	Java Amalgama .....	.....
Labu .....	20/-	25% " 09	Kimanis .....	.....
Lamadron .....	7.0.0	27% " 09	Manchester .....	.....
Ledoury .....	4.0.0	17% " 09	Langkow .....	17/6
Lendu .....	2.12.0pm	50% " 10	Nirmala (Java) .....	1/6
Lingga .....	3.19.6	15	Pontianak .....	.....
London Asiatic .....	15/-	10	Sumatra Para .....	124% " 09
Linton Est. .....	27/6	2/ fy. "	Sumatra Proprietary .....	5.0
Madingley Est. .....	10.5.0	10	United Sardine Co. ....	2/ fy. "
Malacea 7½ Cum. Participating Pref .....	.....	.....	Utd. Sunatra .....	2/9

## INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.  
WITH WHICH IS INCORPORATED THE  
OCEAN MARINE INSURANCE CO.  
TOTAL FUNDS AT 31st DECEMBER, 1909  
£19,875,357.

I. Authorized Capital .. \$6,000,000  
Subscribed Capital .. 3,225,000  
Paid-up Capital .. 1,212,500 0 0  
II. Fire Funds .. 3,488,136 6 7  
The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & CO., Agents.  
Hongkong, 19th July, 1910. [783]

## DENTISTRY

SIEH TING  
SURGEON DENTIST,  
No. 10, D'AGUILA STREET  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [432]

DR. M. H. CHAUN.  
DENTAL SURGEON,  
33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.  
Telephone 126.  
Hongkong, 27th January, 1910. [1022]

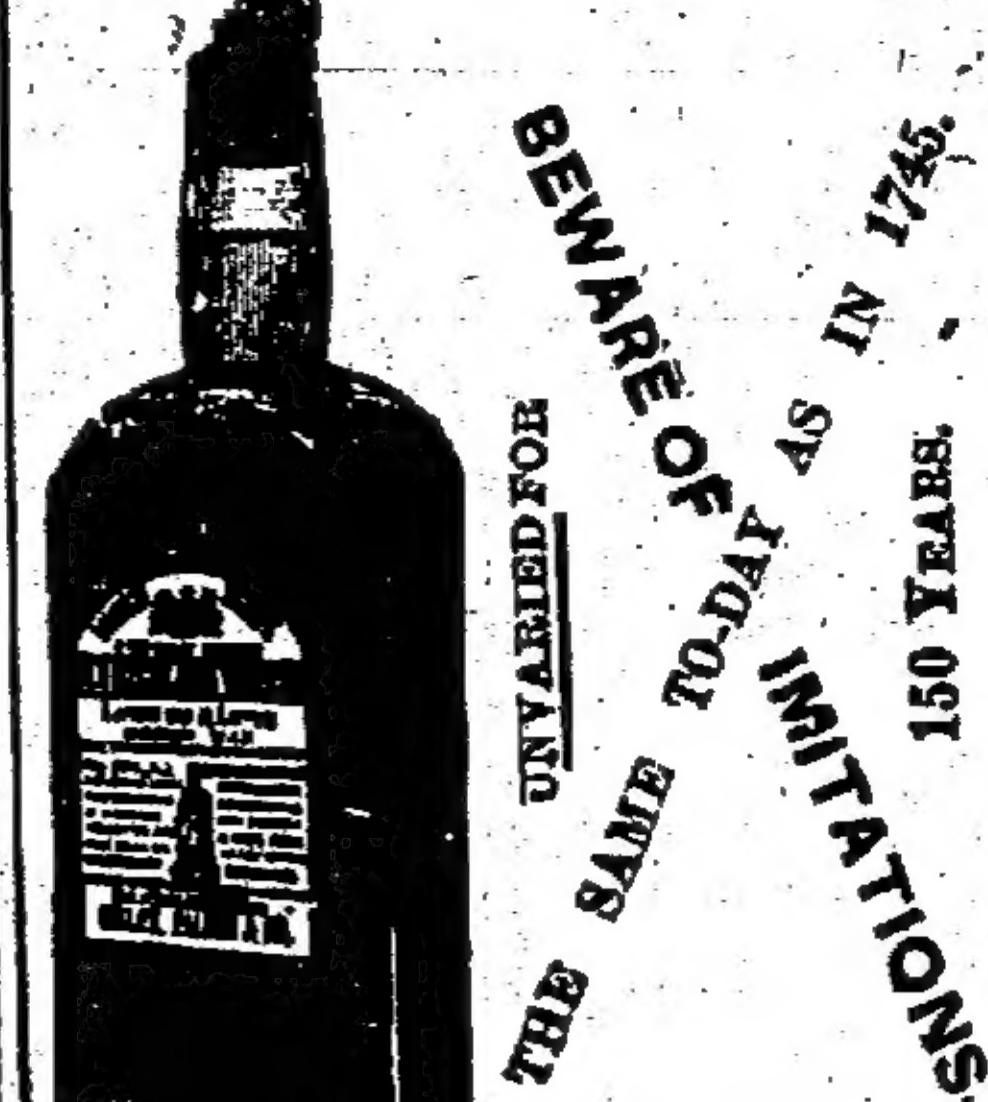
## LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL WORKS CO., LTD., who are prepared to Supply FRESH COAL straight from the Mines Steamers load at the Wharves. Quick despatch Telegrams: "Labor Labuan" BRADLEY & CO., Agents. Hongkong, 12th August, 1909. [931]

STEAMERS PASSED THE CANAL  
August 19th—Hirano Maru, Prometheus, Tranquebar, Yarra. 19th—Delayed through miasma. Tokien, 23rd—Indraswana, Inveresk, 26th—Alcmarus, C. Ford, Lacie, Hudson, Nippon, Palawan, Sithonia, Amiral Erelman, Indraswana, 30th—Benedal, Prince Eitel Friedrich, Somali, Suyu Maru, Wyner, September 2nd—Benedal, Brasilia, China, Kaia Maru, Keenian, Kleist, Macao, Mouane, Oceania, Penhaour, Tango Maru, Pacific.

ARRIVALS AT HOME  
September 2nd—Ernest Simons, Kaisers, Pembroke,shire, 1910.

## NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



## AVERAGE MARKET PRICES.

September 1st, 1910.

The Prices are given in Dollar Cents.

BUTCHER MEAT.

Beef Sirloin .....

Beef prime cut .....

Beef Neck .....

Beef Sirloin .....

Beef Tongue .....

Beef Steak .....

Beef Tongue .....

Beef Sirloin .....

</div



## SHIPPING.

## ARRIVALS.

BENGOLE, British str., 1,933, Wm. A. Grey, 4th September—London via Singapore 28th August, General Gibb, Livingston & Co.

FUKUJIMA, Japanese str., 3,807, Y. Murakami, 2nd Sept.—Moj 27th August, Coal—Mitani Bussan Kisha.

GERMANIA, German str., 1,713, H. Frandsen, 2nd Sept.—Houqua and Hoilow 1st Sept., Coal and Pig—Jensen & Co.

HAIKHING, British str., 1,267, W. C. Passmore, 4th Sept.—Fuchow via Amoy 2nd Sept., General—Douglas, Lapraik & Co.

HAINAN, British str., 641, A. Stewar, 3rd September—Swatow 2nd Sept., General—Douglas, Lapraik & Co.

HAIYUAN, Norwegian str., 1,066, Andersen, 2nd Sept.—Bombay 26th August, Rice—Aagaard, Thorsen & Co.

KAGA MARU, Japanese str., 1,800, T. Kitano, 4th Sept.—Wakamatsu 27th August, Coal—Mitani Bussan Kisha.

LINAN, British str., 1,031, V. Mancoldoff, 3rd Sept.—Bangkok 25th Aug. and Hoilow 1st September, Rice and Meal—Butterfield & Swire.

SHINCHIKU MARU, Japanese str., 1,938, H. Mary, 3rd Sept.—Moj 28th August, Coal—Osaka Shosen Kisha.

SUMA, Japanese cruiser, 3,100, J. Takemuchi, 3rd September—from Pescadores Is.

TENDER, British str., 5,802, G. W. Parkinson, 3rd Sept.—Manila 31st August, General—Butterfield & Swire.

TIENTSIN, British str., 1,227, E. Boyd, 3rd September—Swatow 2nd Sept., General—Butterfield & Swire.

TIJODAS, Dutch str., 2,953, P. Zwart, 3rd September—Kao and Amoy 2nd Sept., General—Java-China-Japan Line.

## DEPARTURES.

3rd September.

ARCADIA, British str., for Europe, &c. ALBATROSS APCAR, British str., for Singapore. ASIA, American str., for San Francisco. CHIPEUNG, British str., for Swatow. KEONGWAU, German str., for Swatow. NANCHANG, British str., for Canton. ZANFOU, British str., for Manila. 4th September.

KASHING, British str., for Amoy. MARIE, German str., for Saigon. PALMA, British str., for Keeling. THUREOGEN MARU, Japanese str., for Moj. VICTORIA, Swedish str., for Saigon.

## SHIPPING REPORTS.

The British str. *Haiching* reports: Wind and weather very unsettled with confused seas and low barometer; sheltered the night of 2nd September in Amoy outer harbour through typhoon weather. Took a native off a bamboo raft off Roca Island.

## VESSELS IN DOCK.

September 2nd.

TAIKOO DOCK.—Union, Drumetian, Demeter.

## PASSENGERS.

ARRIVED.  
Por Phranang, from Bangkok, &c., Dr A. G. Menia.

Por Hutching, from Coast Ports, Mr Lucyk, Miss Hunt, Mr and Mrs Sayer, Mr and Miss Stewart, Mrs Pepperell and Mr Kozaki.

## DEPARTED.

Por Zafiro, for Manila, Lient. H. C. Daniels, Mr and Mrs Goodell, Mr and Mrs A. Martin, Mr L. D. Week, Mr E. C. Wilk, Mr N. Garcia, Mrs Gav Ad, Mr J. T. Gonzales and Doctor Minor.

Por Asia, for San Francisco, Mr W. W. Polling, Mrs Geo. Becht, Mr B. E. Fielder, Mr Henri Taffine, Mr and Mrs W. O. Pou, Mr H. Heppner, Mr and Mrs H. W. Robinson, Mr and Mrs H. M. Lawer, Mr F. C. Banham, Miss D. Mannix, Mr Jase A. Cuslow, Mr N. Hornes, Mrs B. S. Blaiddell and infant, Misses H. and G. Blaiddell, Master E. Blaiddell, Messrs F. L. Frank, O. Atkin, N. J. McCall, Dana, Duncan, Fulton, Mr and Mrs S. H. M. Frank, and Mr W. J. E. Cox.

## VESSELS EXPECTED.

THE GERMAN MAIL.  
The I.G.M. str. *Dorfinger*, carrying the German Mail with date from Berlin of the 10th ultmo, left Singapore on the 2nd instant, at 5 p.m., and may be expected here to-morrow at 8 p.m.

THE INDIAN MAIL.  
The Indo-China str. *Nansang* from Calcutta and the Straits left Singapore for this port on the 31st ultmo.

THE INDO-CHINA str. *Laisang* left Calcutta for the Straits and Hongkong on the 28th ult., and is due here on or about the 13th inst.

THE CANADIAN MAIL.  
The C.P.R. Co's str. *Empress* of India arrived at Kao 8.30 p.m. on the 1st instant, and left again at 2 a.m. on Friday for Shanghai, where she is due to arrive at 3 a.m. on the 5th instant.

THE AMERICAN MAIL.  
The P.M. str. *Mongolia* left Yohohama on the 30th ult., for Hongkong via Kao, Nagasaki and Manila, and is due to arrive at Hongkong on the 11th inst.

THE T.K.K. str. *Tenyu Maru* leaves Yokohama on the 5th instant, and is due to arrive at this port on the 13th instant.

THE AUSTRALIAN MAIL.  
The E. & A. str. *Eastern* from Sydney, &c., left Port Darwin on the 29th ultmo for Timor, Manilla and this port.

The E. & A. str. *Aldenham* left Sydney, on the 31st ultmo for Queensland Ports, Manila and this port.

THE MERCHANT SHIPS.  
The str. *Cepri* left Singapore for this port on the 29th ultmo, and may be expected here to-day.

The str. *Bloemfontein* left Singapore on the 30th ultmo, and is due here to-day.

The H.A. Line str. *Alesia* left Singapore on the 30th ultmo p.m., and may be expected here to-day.

The str. *Glenstrae* left Singapore on the 31st ultmo, and is due here to-day p.m.

The Mogul Line str. *Patum* sailed from the United Kingdom on the 2nd ultmo for Hongkong via Straits.

The P. & O.S. N. Co's str. *Nore* left Singapore for this port on the 2nd instant, at 3 a.m., and is due here on the 7th instant, at about 6 a.m.

The O.S.K. str. *Panama Maru* left Tsooma for this port via Japan and Manilla on the 6th ultmo, and is expected to arrive here on or about the 13th instant.

The N.Y.K. str. *Ceylon Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 26th ult., and is expected here on the 13th instant.

The O.S.K. str. *Seattle Maru* left Tsooma, Wash., for this port on the 20th ultmo, and is expected to arrive here on or about the 27th instant.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.

## HOMeward PASSENGER SEASON 1911.

## PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamer	Due	To Sail
to	HONGKONG	from COLOMBO to	MARSEILLES (Brindisi)	PARMOUTIER (London)
		MARSEILLES & LONDON	2 days earlier	1 day later
Steamer	Tone	1 P.M. SATURDAY	Steamer	SATURDAY
DELHI	8000	February 4	MANTUA	March 4
ARCADIA	7000	February 18	MALWA	March 18
ASSAYE	7500	March 4	MACEDONIA	April 1
MARMORA	10500	March 13	(Through Steamer calling at BOMBAY)	April 15
DELVAH	8000	April 1	MOLDAVIA	April 29
DELHI	8000	April 15	MONGOLIA	May 13
ASSAYE	7500	April 29	MOREA	May 27
DELTA	8000	May 13	MOOLTAN	June 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO to Hongkong or at the time of Booking.

FARES TO LONDON (Including Surcharge).

1ST SALOON £710 SINGLE £106.14 RETURN.

2ND SALOON £68.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Due
	HONGKONG	LONDON
		about
* SUNDA	4700	January 25
* NUBIA	5000	February 8
* SYRIA	6600	March 8
* NORE	6700	March 22
* PALAWAN	4700	April 5
* BORNEO	4600	April 19
* SICILIA	6700	May 3
* SUMATRA	4600	May 31
* NILE	6700	June 14

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES FARES TO LONDON (Including Surcharge).

1ST SALOON £55.00 SINGLE £82.10 RETURN.

2ND SALOON £38.10 £57.4

\* Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT.

## THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C.  
SEATTLE & TACOMA  
VIA  
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tone.	Captain.	To Sail on or About
* SUVERIC	6,232	F. S. Cowley	27th September.
* KUMERIC	6,232	G. B. McGill	20th October.
ATMERIC	4,362	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

\* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to

DODWELL & CO., LIMITED.  
GENERAL AGENTS.  
QUEEN'S BUILDINGS.

Hongkong, 10th August, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.  
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at HONGKONG, SHANGHAI, NAGASAKI (through the Inland Sea of Japan) KOBE, YOKOHAMA, VICTORIA and VANCOUVER B.C. The only Line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.

"EMPERESS OF INDIA" SAT., 17th Sept. "ALLAN LINE" FRIDAY, 14th Oct.

"EMPERESS OF JAPAN" SAT., 8th Oct. "EMPERESS OF IRELAND" FRIDAY, 4th Nov.

"EMPERESS OF CHINA" SAT., 29th Oct. "ALLAN LINE" FRIDAY, 25th Nov.

"MONTEAGLE" TUESDAY, 8th Nov.

"EMPERESS OF INDIA" SAT., 19th Nov. "EMPERESS OF BRITAIN" FRIDAY, 16th Dec.

"EMPERESS OF JAPAN" SAT., 17th Dec. "ALLEN LINE" FRIDAY, 13th Jan.

"Emperess" Steamships leave HONGKONG at 6 P.M.  
"Monteagle" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Pacific "EMPERESS" Steamships, 14,500 tons

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP	VIA SINGAPORE, PEN. NUBIA	About 7th	Freight and Passage.
ANG. COLOMBO, PORT	Capt. J. F. Fox	Sep.	
SAID and MARSEILLES			
SHANGHAI, MOJI, KOBE & NORE	SHANGHAI, YOKOHAMA	About 8th	Freight and Passage.
DELHI	Capt. G. Phillips	Sep.	
SHANGHAI	Capt. G. W. Gordon, P.M.C.	About 15th	Freight and Passage.
LONDON via USUAL PORTS	DELTIA	Noon, 17th	See Special Advertisement.
For further Particulars, apply to	E. A. HEWETT, Superintendent		

Hongkong, 5th September, 1910.

**HAMBURG-AMERIKA LINIE.**

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK. TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea, and Baltic Ports, and all North and South American Ports.

**NEXT SAILINGS FROM HONGKONG:**

**OUTWARD.**

FOR SHANGHAI, KOBE &amp; YOKOHAMA:

S.S. ALESIA	8th Sept.	HOMeward.
S.S. C. FEID. LAEISZ	27th Sept.	
S.S. ALMENIA	6th Oct.	
S.S. SENEGAMBIA	21st Oct.	
S.S. SILESIA	4th Nov.	
S.S. SEVIA	16th Nov.	
S.S. ARABIA	30th Nov.	
S.S. SCANDIA	15th Dec.	

FOR HAVRE, HAMBURG & ANTWERP:	S.S. SAMBIA	7th Sept.
S.S. SPEZIA	... 10th Sept.	
FOR HAVRE, BREMEN & HAMBURG:	S.S. LIBERIA	14th Sept.
FOR HAVRE, HAMBURG & ANTWERP:	S.S. BADENIA	2nd Oct.
FOR MARSEILLES & HAMBURG:	S.S. AMBRIA	4th Oct.
FOR HAVRE & HAMBURG:	S.S. ALESIA	9th Oct.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

**SOUTH AMERICAN LINE.**

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

SS. BUYO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
SS. HONGKONG MARU	11,000 "	Dec. 21st, at Noon
SS. KIYO MARU	17,200 "	About Mid. Feb., 1911

For particulars apply to  
N. YAMADA, Acting Manager.  
TOYO KISEN KAISHA, King's Building.  
Hongkong, 1st September, 1910. 403

**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 6th Sept., 4 P.M.
ILOO & CEBU VIA AMOY	"SUNGELANG"	On 7th Sept., 4 P.M.
SHANGHAI & NEWCHWANG	"CHINHUA"	On 8th Sept., 4 P.M.
CHEFOO & TIENTSIN	"NANCHANG"	On 8th Sept., 4 P.M.
DIRECT SAILINGS TO WEST RIVER	"HUICHOW"	On 10th Sept., 4 P.M.
S.S. "LINTAN" and S.S. "SANU"		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. A duly qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINA") with excellent accommodation Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Ya. glass and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$60 RETURN. For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

10

**INDO-CHINA S. NAV. CO., LTD.**

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"HANGSANG"	Friday, 9th Sept., Noon.
SHANGHAI, YOKOHAMA and KOBE	"NAMSANG"	Friday, 9th Sept., Noon.
MANILA	"YUENSANG"	Friday, 9th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Wednesday, 14th Sept., Noon.
TIENTSIN	"CHEONGSHING"	Thursday, 15th Sept., Noon.
MANILA	"LOONGSANG"	Friday, 16th Sept., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUNTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD., GENERAL MANAGER.

Hongkong, 5th September, 1910.

**EAST ASIATIC CO., LTD.**

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

**RUSSIAN EAST ASIATIC CO., LTD.**

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	.... On 10th Sept.
HAVRE and COPENHAGEN	"YEDDO"	.... On 10th Sept.

For Further Particulars apply to—

MELCHERS & CO., AGENTS.

Hongkong, 5th September, 1910.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

Complying 9 to 10 Days.

LEAVING.

"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 6th Sept., at 10 A.M.
"HAITIAN"	Capt. J. W. Evans	FRIDAY, 9th Sept., at 10 A.M.
"HAITANG"	Capt. A. E. Hodgins	TUESDAY, 13th Sept., at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 3rd September, 1910.

**CHEAPEST SUMMER RATES**

BETWEEN

**HONGKONG AND JAPAN PORTS.**

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

**SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.**

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS \$120 \$110 \$100 \$90

2nd CLASS \$80 \$70 \$60 \$50

With Optical of rail between Calling Ports in Japan.

† Omitting Keelung and Shimoda.

= Calling at Saigon.

§ Fitted with New System of Wireless Telegraphy. † Cargoonly. \* Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further Information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,  
MANAGER.

[13-125]

Hongkong, 5th September, 1910.

SHEWAN, TOMES & CO.  
General Managers.

For Freight or Passage apply to  
Hongkong, 5th September, 1910.

SHEWAN, TOMES & CO.  
General Managers.

